	FORM 124 USE PREVIOUS -5-68 - EDITIONS		,	lacture largele	re'—		Contractive and the second		G. 9-65	MANUFACTOR
	Approved DATE	For Releas	e/ 2000/08/	24	4B002	53 0 1 2 3 4	10020029 PM	9 10 11 12	1. In water the state of the st	strator constitution of the stratogram of the st
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	IDEALIST MA	INT OPERA	AVION	_	2	5Χ1Δ'	242			

1. TO CONVERT FROM SYST 17 WIRING OF RJ RECORDER TO SYS 6 WIRING IT IS NECESSARY TO CHANGE TWO WIRES. PRINT R 1280 SHEET TWO IS NOT CORRECT IN ITS PRESENT FORM SINCE IT REMOVES THE STANDBY FUNCTION OF THE SYS 6 SWITCH AND ADDS A HEAVY LOAD TO THE JUNCTION BOX CIRCUIT BREAKERS AND WIRING.

AND SYS 12B-1

SUBJ: WIRING

- 2. BY ADDING A NUMBER 16 WIRE FROM PIN "F" OF RJ CONNECTOR J1
 TO PIN "H" OF P174 IN RIGHT CHEEK, SUFFICIENT POWER FOR THE RJ
 HEATERS CAN BE SUPPLIED WITH SYS 6 SWITCH IN STANDBY POSITION. BY
 JUMPING PIN "C" OF RJ STATIC INVERTER TO PIN "A" OF RJ JACK THAT
 PLUGS INTO P173. THE A ON POSITION OF SYS 6 SWITCH WILL OPERATE
 THE MOTORS IN THE RJ RECORDER.
- 3. SYSTEM 12B-1 WITH THE 13A CONTROL PANEL WIRED AS PER PRINT THERE EXISTS A PERMANENT PATH FOR PLUS 28 VOLTS FROM THE 0/S CIRCUIT

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PAGE TWO

BPEAKER THROUGH THE O/S INDICATOR LAMP TO THE O/S - 12B-1 UNBLANK

RELAY. THIS PATH CAUSES THE 12B-1 SCOPE TO BE UNBLANKED AT ALL

TIMES. TO REMEDY THIS PROBLEM A DIODE IS REQUIRED BETWEEN PINS

26 AND 27 ON THE 12B-1 INDICATOR IN PLACE OF THE JUMPER WIRE. THIS

HAS BEEN ADDED TO INDICATOR S/N 103 AND PERFORMANCE IS NORMAL.

25X1A2d2

4. BOTH ABOVE PROLEMS HAVE BEEN DISCUSSED WITH 25X1A2d2

ENGINEERS AND RECOMMENDED ACTION HAS BEEN TAKEN. S/B CORRECTIONS OF

REVISIONS SHOULD BE MADE AT THE DISCRETION OF

25X1A2d2

25X1A2d2

5. FOR

OR :

REQUEST WIRING PRINTS BE CARRIED BY TECH FOR

25X1A6a

25X1A2d2

0 E 0 N E 1

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